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THE JASPER COUNTY DEMOCRAT

G. M. BABCOCK, Publisher

OFFICIAL DEMOCRATIC PAPER OF JASPER COUNTY

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SATURDAY, SEPT. 2, 1916

ARBITRATION NECESSARY.

If we could find some way to prevent by law radical action in the way of strike or lockout until the government could ascertain all the facts and instruct public opinion, it would be worth while.

We not only want to know what the men need, but what the roads are able to pay without impairing their service to the public. As between money that goes to favored stockholders by manipulation and money that is paid to employees in increased wages, I much prefer the latter, but there must be fair dividends. The welfare of the entire country demands that, for the railway investor is one of the chief contributors to that welfare. Without him we can have no further development of the country's chief industry, the industry upon which all our other industries depend. If ability to pay dividends is found to depend on authority to increase rates to meet the increasing cost of labor and supplies and taxes, as it is bound to be, then by all means let the roads increase the rates.

To increase dividends to the vanishing point, thereby cutting off all new capital, means government ownership, and we ought not to approach government ownership in this country until government regulation has failed. It is now so far from being a failure that the United States has today the best system of railroads in the world, with the best wages for employees and the best service to the public and by far the cheapest service in proportion to its quality. . . .

To come back to the present, I see no way for the settlement of our labor disputes except by mediation, and if that fails, by arbitration, and we already have sufficient law for that purpose, if it is supplemented by some governmental device for getting the needed facts. I refer, of course, to voluntary arbitration. At the time the present mediation act was under discussion, preliminary to its passage, there was some talk of providing compulsory arbitration. That talk has been revived in the course of the controversy now pending. But the United States ought

not to have compulsory arbitration, if it means, in its logical outcome, involuntary servitude. There would be no point in compelling the opponents to arbitrate, whether or no, unless you could compel them later, on to abide by the award of the arbitrators and, in the case of the men, make it obligatory for them to remain at work.

On the other hand, if you admit the principle that they can all give up their jobs at once and combine to prevent others from taking their places, that means that there is always the possibility of civil war. A strike of the dimensions of the one now threatened would be civil war. It is idle to ignore the fact that such a strike could not be won without force, and that the strikers would use force. And there would be nothing left for the public but to use force, too, in the shape of the military and every other agency at the disposal of the government to offset violence and keep the roads in operation. It seems barbarous and uncivilized, but civilization has not yet devised any other way. It will find a way eventually and there is no need for discouragement. Reason and persuasion go much further than they used to in these matters. When we have learned how, they will go all the way in every contingency.—Senator Newlands in New York Times.

FOR STATE HIGHWAYS.

The Hoosier State Automobile association has made an early beginning to its statewide campaign in the interests of better roads. It has not, of course, been inactive in the past, but it proposes in the future, in view of next winter's legislative session, to be more active than it has been heretofore. It is in favor of a state highway department and asks support from good roads advocates throughout the state to the end that the campaign now begun may be carried successfully to the doors of the legislature.

It may be unfortunate from one point of view that the organization is known as an "automobile association." In the minds of some, the idea still lingers that the movement is fostered mainly by automobile owners and for their especial benefit. And those who hold this conception of the purpose and motive of the association are inclined to oppose it. Automobilists, however, are only supporting this movement. Thousands of men—and women, too—who never owned a car are to be found in every section of Indiana ready to lend their encouragement to the establishment of a more practical and less clumsy and less costly system of road improvement.

"Our whole good roads plan," says the association, "is ridiculous. Indiana has 4,500 road officials with 4,500 different ideas—no state organization, no head, no standards, no uniformity. We have scores of good roads officials, seriously handicapped for lack of system and standards. Every state in the Union has a good roads department with the exception of South Carolina, Georgia, Texas and Indiana." The association might have added that among the "4,500 road officials" there are some with no ideas at all, some

with ideas and no initiative, some more with ideas that are bad and still others with ideas too small to meet the demands. It is a bad system. What it has cost the people of the state since the state outgrew it and what it is costing the people today may be easily determined. Nearly every township in Indiana can produce testimony to its futility and wastefulness. Each year, \$18,000,000 is expended on Hoosier roads. To a good many of us it would seem that at least half of this is wasted. Examples are numerous—take the roads from Indianapolis to Broad Ripple as a striking instance—where large sums have been spent annually for nearly half a century only to result, in the long run, in roads that are a disgrace to the community that has patiently supported them.

Against the campaign of the automobile association will be aligned many interests. Not the least of these will be the "4,500 road officials" with the 4,500 different ideas." The public, however, has a good champion in the association and it ought to lend it generous assistance.—Indianapolis News.

AUXILIARY TRANSPORTATION.

Should a railroad strike occur next Monday, the immediate effects on the business of the country would be deplorable, but perhaps not disastrous. The railroad managers have planned to operate, with the aid of skilled mechanics, emergency trains for the movement of milk and perishable food products. In the large centers of population the railroads would meet with the most stubborn labor opposition, and the movement of emergency trains would be made more difficult. But a stoppage of steam road transportation would be attended by less loss and suffering than would have been the case a few years ago.

When the last attempt was made to tie up the railroads, the country was dependent upon the steam lines, and the demoralization of traffic caused a disturbance of all business. In the last few years the electric railway has become a competitor of the steam road. In the heaviest populated portion of the country—that is, east of the Mississippi and north of the Ohio and Potomac rivers—there is in operation a vast network of electric roads. It is possible to make a continuous journey by interurban from St. Louis to Buffalo. Practically all the great cities in this territory are provided with interurban systems, which radiate to the nearby towns. Lines, such as those operated through Indiana and Illinois, while now utilized mostly for passenger traffic, could carry supplies of food into cities.

The automobile truck, operated on a good road, should also be regarded as an important auxiliary. Overland transportation of freight is growing in volume. Trucks are built to carry ten to twenty tons. These are used by city firms to reach nearby towns, and by dairymen and agriculturists to carry produce to commission houses. While the motor truck and interurban can not compete with or take the place of the steam road, they stand between the public and cessation of traffic. Their service would be a great aid in

tidying the country over a crisis. Wholesale food distributors in some of the great eastern cities are preparing to turn to the auxiliaries, in case a steam tieup should develop.—Indianapolis News.

SAVE THE PRINCIPLE.

Having sweepingly condemned the best known method of settling disputes that do not yield to mediation, the brotherhoods have reverted to the old rule of force as better for their purposes. Believing that they can thus secure immediately a large increase in wages, they decline to submit to a fair inquiry that may or may not serve to justify the desired increase. They explain their course merely by saying that disinterested arbitrators cannot be found to give them justice. . . .

Thus is raised a issue that vitally concerns the whole people, organized wage workers perhaps most of all. The trade unions through the years have made their successful fights on the basis of reason and justice. Their right to organize, their right to receive redress of grievances, their right to dispose of their labor by collective bargaining—these rights and others rest upon an underlying spirit of fairness. Now the condemnation of the entire human race as containing no member fit to give a decision in a labor arbitration is a plain declaration by four trade unions occupying a specially strong strategic position that henceforth fairness must give way to force. Such a declaration presages ruin.

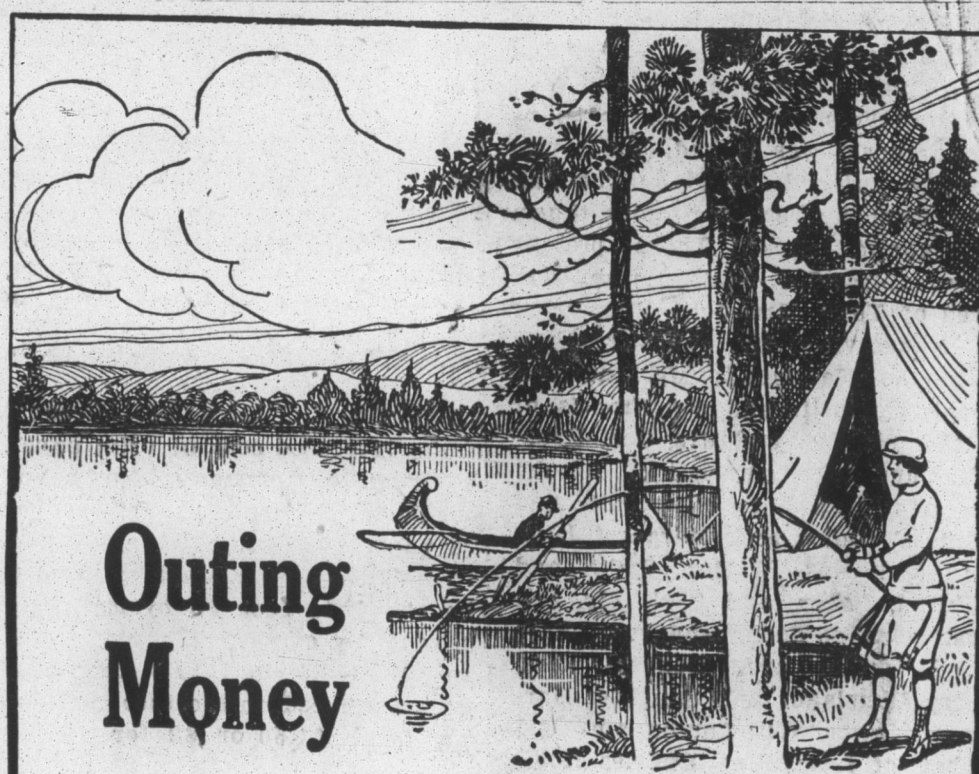
It is the duty of every intelligent person in this crisis to demand that the arbitration principle be upheld.—Chicago News.

Walt Mason's Rhymes.

The farmers raise so many crops the harvest season never stops. They're always reaping oats or hay, or putting winter wheat away; alfalfa helps to pay their debts, and keeps the world in cigarettes, and they have corn and Johnson grass, and sorghum, rape and garden sass. So, be the weather dry or wet, some crop will be a good safe bet. The beans may shrivel in the heat, but there'll be divers kinds of wheat; the oats may languish in the rain, but there'll be lots of other grain. The cocklebur may pine away, but there'll be stacks of luscious hay. The western farmers used to raise but little else than yellow maize, and if a crop they chanced to lose, in wintertime they ate their shoes. Crop failures meant a famine then; the fields were full of hungry men. But now the corn may die the death, may wither in the hot wind's breath, and still the farmers tool their cars, and smoke the crimson band cigars, and take to town the shining bones, and buy a peck of precious stones.

Stop the First Cold

A cold does not get well of itself. The process of wearing out a cold wears you out, and your cough becomes serious if neglected. Hacking coughs drain the energy and sap the vitality. For 47 years the happy combination of soothing antiseptic balsams in Dr. King's New Discovery has healed coughs and relieved congestion. Young and old can testify to the effectiveness of Dr. King's New Discovery for coughs and colds. Buy a bottle today at your druggist, 50c.—Adv't.



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MONON ROUTE

CHICAGO, INDIANAPOLIS & LOUISVILLE RY

RENSSELAER TIME TABLE In Effect October, 1915

NORTHBOUND
No. 36 Cincinnati to Chicago 4:41 a.m.
No. 4 Louisville to Chicago 5:01 a.m.
No. 40 Lafayette to Chicago 7:30 a.m.
No. 32 Indianapolis to Chicago 10:36 a.m.
No. 6 Louisville to Chicago 3:31 p.m.
No. 30 Cincinnati to Chicago 6:50 p.m.

SOUTHBOUND
No. 35 Chicago to Cincinnati 1:35 a.m.
No. 5 Chicago to Louisville 10:55 a.m.
No. 3 Chicago to Louisville 11:10 p.m.
No. 37 Chicago to Cincinnati 11:17 a.m.
No. 33 Chicago to Indianapolis 1:37 p.m.
No. 39 Chicago to Lafayette 5:50 p.m.
No. 31 Chicago to Lafayette 7:30 p.m.

CHICAGO & WABASH VALLEY RY.

Effective March 20, 1916.

Southbound
Arr. Read up
No. 3 No. 1
P. M. A. M.
5:20 7:05 McCosburg 6:10 11:10
5:13 7:00 Randle 6:15 11:17
5:05 6:54 Delia 6:20 11:25
4:55 6:48 Moody 6:27 11:33
4:45 6:41 Lewiston 6:34 11:45
4:37 6:38 Newland 6:40 11:53
4:28 6:29 Gifford 6:46 12:01
4:16 6:20 Laura 6:55 12:14
4:01 6:10 McClain 7:05 12:33
3:56 6:06 Zadoc 7:08 12:34
3:52 6:03 Calloway 7:11 12:38
3:40 5:55 Kersey 7:20 12:50

Stops on Signal CONNECTIONS.

No. 1—Connects with C. I. & L. Train No. 40 northbound, leaving McCosburg 7:13 a. m. C. I. & L. Train No. 5 will stop on signal at McCosburg to let off or take on passengers to or from C. & W. V. points.

No. 3—Connects with C. I. & L. Train No. 33 southbound and No. 30 northbound. C. I. & L. Train No. 30 will stop on signal at McCosburg for C. & W. V. passengers to Chicago or Hammond.

All trains daily except Sunday.

OFFICIAL DIRECTORY.

CITY OFFICERS

Mayor.....Charles G. Splitter
Clerk.....Charles W. Morley
Treasurer.....Charles M. Sands
Attorney.....Moses Leopold
Marshal.....Vern Robinson
Civil Engineer.....W. E. Osborne
Fire Chief.....J. J. Montgomery
Fire Warden.....J. J. Montgomery
Councilmen
1st Ward.....Ray Wood
2nd Ward.....Frank Tobias
3rd Ward.....Frank King
At Large.....Rex Warner, F. Kresler

JUDICIAL

Circuit Judge, Charles W. Hanley
Prosecuting Attorney—Reuben Hess
Terms of Court—Second Monday in February, April, September and November. Four week terms.

COUNTY OFFICERS

Clerk.....S. S. Shedd
Sheriff.....B. D. McColly
Auditor.....J. P. Hammond
Treasurer.....Charles V. May
Recorder.....George Scott
Surveyor.....M. B. Price
Coroner.....Dr. C. E. Johnson
County Assessor.....J. J. Osborne
Health Officer.....Dr. F. H. Hemphill

COMMISSIONERS

1st District.....H. W. Marble
2nd District.....D. S. Makeever
3rd District.....Charles Welch
Commissioners' Court meets the first Monday of each month.

COUNTY BOARD EDUCATION

Trustees Township
Grant Davidson.....Barkley
Burdett Porter.....Carpenter
James Stevens.....Gillam
Warren E. Poole.....Hanson
John Kolhoff.....Jordan
R. E. Davis.....Kankakee
Clifford Fairchild.....Keener
Harvey Wood, Jr.....Marion
George Foulks.....Milroy
John Rush.....Newton
George Hammetton.....Union
Joseph Salrin.....Walton
Albert S. Keene.....Wheatfield
E. Lamson, Co. Supt.....Rensselaer
Truant Officer, C. B. Steward
Rensselaer

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JORDAN TOWNSHIP

The undersigned trustee of Jordan Township attends to official business at his residence on the first and third Wednesdays of each month. Persons having business with me will please govern themselves accordingly. Postoffice address—Rensselaer, Indiana.
JOHN KOLHOFF, Trustee.

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